

AMENDMENTS TO THE CLAIMS:

Please amend the claims as follows:

1. (Original) An arrangement in an engine-driven goods vehicle comprising:
 - an engine drivingly associated with paired sets of drive wheels (9, 10 and 51, 52);
 - a differential (5, 6, 45, 46, 47) arranged between the paired drive wheels (9, 10 and 51, 52) of a set and including differential locks (7, 8, 48, 49, 50) for locking and braking respective differentials (5, 6, 45, 46, 47); and
 - a control unit (3) configured to control the engine and the differential lock (7, 8, 48, 49, 50) and reduce positive and negative output torque of the engine (1) to a maximum allowable torque level, after having receiving an input signal indicating that at least one differential lock (7, 8, 48, 49, 50) is activated.
2. (Original) An arrangement in an engine-driven goods vehicle comprising:
 - an engine drivingly associated with paired sets of drive wheels (9,10 and 51, 52);
 - a differential (5, 6, 45, 46, 47) arranged between the paired drive wheels (9, 10 and 51, 52) of a set and including differential locks (7, 8, 48, 49, 50) for locking and braking respective differentials (5, 6, 45, 46, 47); and
 - a control means for controlling the engine and the differential lock (7, 8, 48, 49, 50) and including a control unit (3) for reducing positive and negative output torque of the engine (1) to a maximum allowable torque level, after receiving an input signal indicating that at least one differential lock (7, 8, 48, 49, 50) is activated.
3. (Original) The arrangement as recited in claims 1 or 2, wherein said drive wheels comprise at least two paired sets of drive wheels (9, 10, 51, 52), each set having a differential (5, 6, 45, 46, 47) and a differential lock (7, 8, 48, 49, 50) associated therewith, wherein the control unit (3) limits positive and negative output torques of the engine (1) to a maximum allowable level dependent upon which differential locks (7, 8, 48, 49, 50) are activated.

4. (Original) The arrangement as recited in claims 1 or 2, wherein said control unit (3) limits positive and negative output torques of the engine (1) to a maximum allowable level, which level depends on which transmission ratio is selected in a transmission (2, 42) arranged between the engine (1) and the drive wheels (9, 10, 51, 52).
5. (Original) The arrangement as recited in claim 3, wherein said control unit (3) limits positive and negative output torques of the engine (1) exclusively when high transmission ratios are engaged.
6. (Original) The arrangement as recited in claims 1 or 2, wherein said control unit (3) limits positive and negative output torques of the engine (1) to a maximum allowable level dependent upon engine speed.
7. (Original) The arrangement as recited in claims 1 or 2, wherein a first of said differential locks (7, 8, 48, 50) is a wheel differential and a second of said differential locks (49) is an axle differential.